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[a342]

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[a1472]

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1.45 p.m. to 1.45 p.m. Every 15 minutes.
2.15 p.m. to 2.35 p.m. Every 10 minutes.
2.35 p.m. to 3.00 p.m. Every 15 minutes.
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NIGHT CARS. 9.45 to 11.15 p.m.
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Extra Cars at 11.30 p.m. and 11.45 p.m.
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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noont. Every 10 minutes.
12.00 Noont. to 1.00 p.m. Every 10 minutes.
1.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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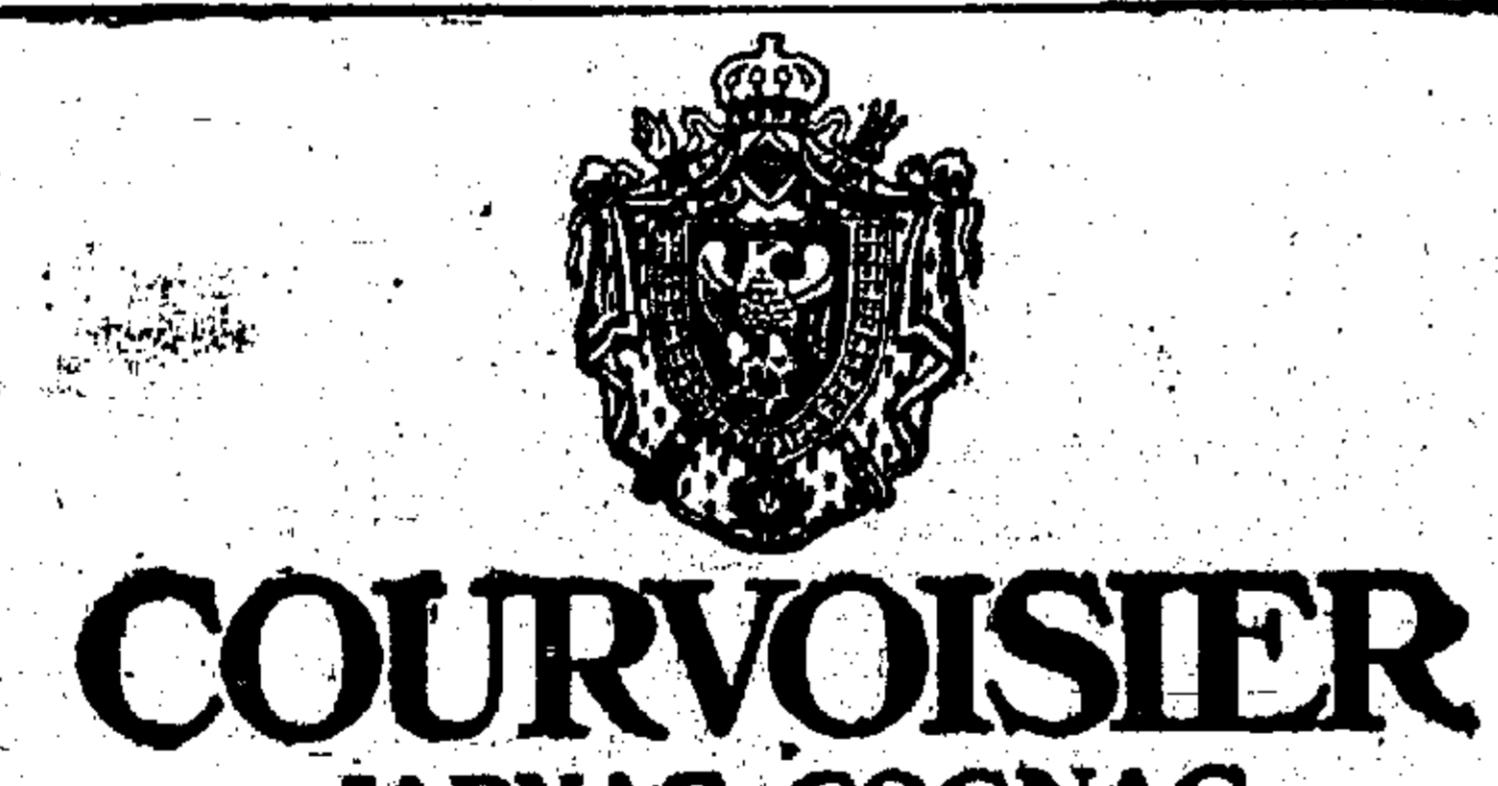
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noont. Every 10 minutes.
12.00 Noont. to 1.00 p.m. Every 10 minutes.
1.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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(25)

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Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that are already appeared in other papers will be inserted.

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DEATH.

Mr. B. L. Badliwala, Hon. Secretary Zoroastrian Charity Funds, died last evening. Funeral at 8.30 this morning, 1st instant.

HONGKONG OFFICE: 10A, DES VILLE ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 1ST, 1910.

APPARENTLY we have not heard the last word on Tibet. The quiet and peacefulness which were reported to prevail in that inhospitable country may have represented a certain degree of truth, but, in view of later events, it is exceedingly probable that such reports were made to discount statements of unrest and trouble which had been percolating through from Tibetan sources. When the DALAI LAMA made his dramatic flight from Lhassa a few months ago, opinion seemed to be divided as to whether he should be regarded as a deposed pontiff or a political refugee, but as the questions involved, though of interest to Great Britain and Russia, were restricted to Chinese political considerations, the Powers concerned could do nothing more than manifest a lively interest. In depositing the DALAI LAMA, China acted within her rights, and it was perhaps only to be expected that having taken the steps which she did that she would proceed to make her suzerainty more definite than it had ever been before. This has been done with the consent of the two Powers most directly interested. As long as the trading agencies are protected and no hindrance is placed on the trade already established between India and Tibet, Great Britain has practically no other concern in the affairs of the country, but when the operations of Chinese have a disquieting effect on the neighbouring countries which look to Great Britain for protection then other considerations are

raised. China has established her sovereignty over Tibet. Will she assert such a claim over Nepal, which has been accustomed to send a quinquennial mission to Peking? It is doubtful, but whatever her policy may be in this region it is evident that she is no longer quiescent. New relations are being established, and that these are not altogether approved by the people concerned need not occasion surprise. Tibetans are bound to feel as irksome the tightening of reins which have hitherto been held loosely, and it is only in the nature of things that they could avail themselves of whatever opportunities they are afforded of showing that resentment. Some of them have asked to be placed under British protection like their neighbours of Bhutan and Sikkim, but as Great Britain has undertaken not to interfere in the internal administration of the country such a request cannot be entertained.

Reports received at Darjeeling three weeks ago stated that the feeling in Tibet against China was growing stronger. Numbers of Chinese were at Lhassa and in the Chumbi Valley, and a section of lamas was advising the DALAI LAMA to leave Darjeeling and return to Tibet to share the troubles of his countrymen. With such feelings expressed by people whom she regards as her subjects, the Chinese cannot be expected to have much sympathy, and if the result is to call down upon them military aggression the Tibetans have really only themselves to blame. But if this military activity threaten the interests of Nepal, Sikkim, and Bhutan, as is suggested by the fact that Sir EDWARD GREY had recently to warn China of the inadvisability of increasing her troops in the vicinity of these countries, then Britain may be called upon to interfere. What has happened to bring matters to the present state of high tension is not disclosed by REUTER, but, whatever the cause, it may be doubted if China will risk an incursion of British troops into Tibet at a time when it will most damage her prestige in that part of her Empire.

To-day is August Bank Holiday.

The German Mail of the 30th June was delivered in London on the 29th inst.

Another suspected Colowan pirate was arrested in the city on Saturday.

The Hongkong Ice Co., Ltd., has declared an interim dividend of two dollars per share for the half-year ended 30th June, 1910.

Colonel Sir Frederick Lugard, Governor of Hongkong, was received in audience by the King at Marlborough House on July 6th.

At the Magistracy on Saturday a native who was convicted of selling opium wrappings without a licence was ordered to pay a fine of \$1,000.

On Saturday afternoon Mrs. J. M. Atkinson presented the Y.M.C.A. tennis team with the shield and medals which they won in the Competition.

At the meeting of the Sanitary Board to-morrow correspondence will be submitted relative to warning the public against encouraging the breeding of mosquitoes.

His Majesty the King has been pleased to approve the appointment of the Honourable Mr. Henry Keawick to be an unofficial member of the Legislative Council, vice Mr. W. J. Greason, resigned.

A collapse occurred at 146, Bonham Strand on Saturday night, the first floor cook-house falling into the ground floor. The cooks of both floors, who happened to be at work at the time, were slightly injured.

His Majesty the King has been pleased to approve the appointment of the Honourable Mr. Henry Keawick to be an unofficial member of the Executive Council during the absence on leave of the Honourable Sir Catchick Paul Chater, Kt., C.M.G.

H. E. the Officer Administering the Government has been pleased to recognise, provisionally and pending the receipt of His Majesty's Excellency, Mr. Algar E. Carlton as Vice and Deputy Consul General of the United States of America in Hongkong.

On Saturday Mr. Olaf Nielsen, the retiring Superintendent in Hongkong of the Great Northern Telegraph Company, left by the s.s. *Anhui*, en route for Copenhagen, via Siberia. He received a hearty send-off from a large gathering of friends.

The Ven. Archdeacon Barnett, of Hongkong, was married on the 21st July, at Kuling, to Miss L. S. Digby, youngest daughter of the late Mr. W. J. Digby, and of Mrs. Digby, of Most Lodge, Co. Galway, Ireland. The ceremony was performed by Bishop Hanister.

There was a large attendance at the adjourned annual meeting of the Hongkong Philharmonic Society, which was held at the City Hall on Friday evening, and presided over by Commander Basil Taylor. The Chairman announced that it was proposed to start practising in October, and Mr. Chapman had kindly consented to act as conductor in the absence of Mr. Dennis Fuller. The place to be selected was left to the Committee. Mr. Barlow was elected hon. conductor of the Society, and a vote of confidence was passed in the committee, who were invested with full powers in the matter of a selection for the forthcoming concert.

TELEGRAMS.

[Protected by the Telegraph Message
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[FROM THE "CHUNG NGOI SAN PO."]

CHINESE NAVAL ORDER FOR GERMANY.

PEKING, July 31st.

The Naval Department has placed an order in Germany for the construction of two cruisers and two torpedo boats.

WU TING FANG.

PEKING, July 31st.

The Waiwupu proposes to appoint Wu Ting Fang to act as its adviser.

CHINESE STUDENTS FOR AMERICA.

PEKING, July 31st.

The Grand Council has consented to send fifty students to the United States to go through a course of studies. The list of those who have been selected will be published to-day.

NATIVE COLLEGES.

PEKING, July 31st.

It is the intention of the Grand Council to establish native colleges in Shantung, Chekiang, Kwangtung and Fukien.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

TROUBLE IN TIBET.

LONDON, July 29th.

Reuter's correspondent at Simla stated that two Indian regiments and a mountain battery have been ordered to get in readiness to proceed to Tibet owing to turmoil there in consequence of the movements of Chinese troops.

Meanwhile large supplies have been collected at Ghatong in preparation for an advance to protect British trading agencies at Gyangtse, Yatung and Tibet if these places be attacked or endangered.

The troops will be strictly neutral if the Chinese fight the Tibetans.

THE CONSTITUTIONAL CONFERENCE.

LONDON, July 29th.

In the House of Commons to-day Mr. Asquith announced that the Constitutional Conference had held twelve meetings and had made such progress that, although an agreement had not been reached, all things considered, it would be wrong to break off at present. If, after further deliberations the Government found there was no prospect of an agreement being reached they would close the Conference.

SPAIN AND THE VATICAN.

LONDON, July 30th.

It is reported from San Sebastian that the Premier, in referring to the dispute with the Vatican, said that Liberalism was playing its last card and would proceed undeterred by threats. All depended upon their enjoying the confidence of the Crown.

THE ABSCONDED BANK CASHIER.

LONDON, July 30th.

Wider, the cashier of the Russo-Chinese Bank at New York, who absconded with bonds and securities to the value of over a million dollars, has been arrested in that city, and confessed to the theft.

BULGARIA AND TURKEY.

LONDON, July 30th.

Telegrams from Sofia betoken a growing bitterness owing to the alleged maltreatment of Bulgarian Macedonians in connection with the disarmament of the population carried out by the Turks.

"The Times" Sofia correspondent states that Bulgaria is providing for every eventuality. If diplomacy fails she will mobilise her army.

ALLEGED COLOWAN PIRATES.

SEVEN CAPTURED AT DUMB BELL ISLAND.

POLICE ACTIVITY IN HONGKONG.

Since the reported escape of a number of the Colowan pirates the Hongkong Police, especially those stationed on the outskirts of British territory, have kept a sharp lookout for any of the band who might seek a haven of refuge in the Colony. It was known that certain members of the police had "sealed orders," and that they were paying mysterious visits to certain parts of the New Territory, but exactly what their object was could not be gleaned, although it was generally connected with the hunting of pirates. Even now, some of the force are supposed to be on the track of escapees from Colowan, and any day may bring news of the arrest of suspected pirates.

On Friday night a gang of seven men were captured by Sergeant Gordon at Cheung Chau, and they are now in Victoria Gaol awaiting trial. It appears that the Sergeant and his brother-in-law from Formosa, who is enjoying a holiday at the Island Police Station, were strolling along the beach on the night in question talking about pirates in general, and the Colowan affair in particular. They had not been conversing long on this topic, which is one of paramount importance in the East, when a lukong interrupted their conversation, and informed the Sergeant that a native craft had put into the island. Being a strange vessel, the officer's detective instincts were aroused, and the possibility of escaped Colowan pirates seeking a refuge on the island moved Sergeant Gordon to instant action.

Procuring a sampan he pushed off with some of his men to the strange craft, which he discovered to be an oyster boat. On boarding the vessel he was not long in discovering that all was not as it should be. Of the thirteen men in the boat, some six were imprisoned in the cabin. These were the original crew, while the seven men at large had pirated the vessel and were said to be escapees from Colowan. From Fuganwan on the 18th day of the first month of the fourth year of Kwangtung (1792) and continued until the first day of the fourth month, several landslides taking place in the interval. On the last-mentioned date there was a terrible eruption. In addition to a great landslide a muddy stream flowed down to the sea and *tsunamis* (marmots) or tidal waves followed. Many villages in the district of Shimbawa were destroyed, the northern half of the coast of Higo Province being more or less affected by the disaster.

Hot springs are found on the slopes of the mountain and also at Obama, on the shore of the Sea of Chijiwa (the Gulf of Obama). Obama springs are on the beach and the supply of water from them is continuous. There are three principal sources: Funtouy, Motouy, and Melji-Ju. These are their names. The water is clear and that from Funtouy ranges in temperature from 98 to 101 degrees (centigrade).

Obama is a good place for sea-bathing, the air is pure and rich in ozone and makes it an excellent site for a sanatorium.

The other hot springs are situated on the western slope of the mountain, at a height of about six hundred metres above the sea level, their site being well known as Unzen. Of the numerous springs found in this locality the principals are Jaken-jigoku, Motouy, Nonimi, Yankiyan, and Kojigoku, from all of which the clear water springs. In addition there is a very active spring near Furuya, much hotter than any of the others, its temperature being 98 degrees.

NEW AMERICAN AIRSHIP.

REMARKABLE INVENTION.

Officials of the Universal Aerial Navigation Company, Incorporated, at St. Louis, declare that within a year they will have a ship to carry up to a hundred passengers in a sixty-mile wind, and at a speed of 100 miles an hour. The machine is the invention of J. W. Orman, formerly of San Antonio, Texas. One is under construction in the shop of the inventor at St. Louis.

The inventor claims that his machine can start either from land or water, and ascend straight into the air, or can be launched like an aeroplane. The new airship is called a gyroplane, so named from the fact that it is a combination gyroscope, helicopter, and aeroplane. Its promoters say that it can be built any size, from an ordinary seven-passenger touring car to a monster of the air to carry 100 passengers. "A thirty or forty mile an hour breeze would be help, rather than a hindrance, to our machine," said the inventor to-day. "We maintain air to equilibrium in anything short of a cyclone. The usual obstacles that prevent the flight of an ordinary airship will be as nothing to this machine of ours."

It is planned to construct machines that will maintain a regular service between cities and States, and even countries. The model of the ship is fitted with four huge propellers, 12ft in diameter, which may be used in turn for driving the machine from the ground or carrying it through the air. The airship has been inspected by Government engineers, and patents have been granted covering almost every feature. It is fitted with two engines, and will be constructed entirely of aluminum and mica.

This St. Louis marvel is one of many similar wonders seeking to rival the dreams of Jules Verne, described in the American newspapers to-day. In each case the inventors are extremely sanguine.

THE GUILLOTINE IN CHINA.

The first guillotine to be employed in China is set up inside the new prison, as, according to recent regulations, executions will no longer be public. Penalty of death, as laid down in the old code, is death by torture.

Immediate decapitation and exhibition of the head.

Immediate decapitation without exhibition of the head.

Decapitation after some months.

Hanging after some months.

According to the new code the death penalty is in four degrees:

Immediate decapitation,

Deferred decapitation,

Immediate hanging, and

Deferred hanging.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafiro* left Manila on the 30th ultimo, and is due to-day at 3 p.m.

The P. & O. S. N. Co. str. *Derwent* left Singapore for this port on the 29th ult., at 4.30 p.m. with the outward English Mails, and is due here on the 3rd inst. at about 6 a.m.

The *Apcar* str. *Gregory Apcar* left Moji on the 30th ultimo morning, and may be expected here on or about the 4th inst.

The str. *Lochia* left Singapore for this port on the 29th ult., and may be expected here on or about the 5th inst.

The L.G.M. str. *Prince Ludwig*, which left here on the 27th ult., at 2 a.m., has arrived at Shanghai on the 29th ultimo, at 3 p.m.

idea of covering up his tracks. That the police are keen on his capture goes without saying, and if the dreaded Leung is still in the Colony, his chance of eluding the local detectives is not a bright one. In fact, unless he has already left these shores, it may be expected with some degree of confidence that he will be run to earth by the local sleuth hounds, for the whole machinery of the Detective Office is in motion, and its success in more difficult operations than the hunting down of a pirate should inspire the public with confidence.

COMPANY MEETING.

WILLIAM POWELL, LIMITED.

RANDOM REFLECTIONS.

This is August Bank Holiday, and though Hongkong has few opportunities for its citizens going far from home for the week-end, it is surprising the number who manage to leave the Colony. Yachtmen are not slow as a rule to make the most of such a spell from business, other sportsmen think of turtles and get bitten by mosquitoes, and a big contingent finds its way to Macao, where it enjoys the bracing breezes or confines itself to the sensations of the sauna.

When the railway opens new holiday experiences will be suggested to most people, and if adequate facilities are provided at Shatin and Taipo, not to speak of the Chinese city of Samchun, there is no reason why there should not be a considerable traffic provided by pleasure parties.

Already the railway looks like business. The temporary carriages are seen on the metals near the ferry wharf, and with the powerful locomotive in front, most people have little doubt that they will be able to make the journey to the Border very comfortably and in good time. It is a pity, though, that the pukka carriages, which are to be of the most approved style, with electric light and conveniences, have not arrived. They would have given the opening a better tone than it is likely to have in the circumstances.

I see it is reported that it is now definitely decided to have the terminus of the railway at Hungshou instead of at Kowloon Point as originally contemplated. There must be good reasons for the change, though I should have thought that other things being equal, the shortness of the distance between Victoria and the mainland would have been a desideratum. Speculators in land will not appreciate the change. Some of them will now begin to count their losses.

Speaking of the railway and its possibilities in the peninsula, reminds me that it has been suggested that in view of the great development which future years are expected to witness it would not be amiss for the Government to consider the advisability of creating a European reservation. The principle has already been adopted in the Colony, and its extension to Kowloon or further afield should not be beyond the powers of the Government. If action is to be taken in this direction it should not be delayed, as it is not at all unlikely that Hungshou and Yaumati will meet and make the building of European houses in the present residential locality an impossibility.

The local newspaper which had it on excellent authority that Commodore Wu refused to be interviewed while in Hongkong must have felt sorry for itself when that personage wrote to the Daily Press explaining what he did say to the representative of that journal. It may be, of course, that the Commodore did not realize that he was being interviewed when being plied with questions by the pressman.

Snake stories are common enough in Hongkong—totally and otherwise—but the latest is likely to make some of our good people feel rather nervous. A lady on the Peak was awoken the other night by hearing a certain rustling noise. She did not rouse her husband, but got up herself to ascertain the cause. She saw nothing and returned to bed. Next morning, after her husband had left, she was surprised to notice a snake coiled round the soiled linen basket. Needless to say, its life was not a long one.

It is pleasing to observe that it was not apathy which affected members of the local Philharmonic Society, and caused the annual meeting which was summoned the week before last to lapse for want of a quorum. This fact is borne out by the large attendance of members who assembled last Friday and passed a vote of confidence to their committee, who are empowered to select a piece for the forthcoming concert. The forthcoming concert sounds like business, and it is proof that the soul of music is not yet dead in Hongkong. Success to the Philharmonic Society.

The sensation of the week has been the capture of a number of alleged Colowan pirates in Hongkong. Since the news of escape from the Portuguese island the local police have been remarkably active, and although they have been reticent in imparting information, they have shown that few pirates may expect to remain in seclusion here. Armed detectives have been making mysterious journeys into outlandish parts of the New Territory, and although Press representatives have been aware of the fact, they have been unable to gain much information concerning these trips.

A supposed chief of this band of outlaws is now in Victoria Gaol, as well as eight others who are believed to be pirates. Then the supreme head of the desperados is supposed to be in the Colony, and the police are leaving no stone unturned in their efforts to hunt him down. If the same activity prevails in China, the much-wanted Loang should not have a long lease of liberty or life.

That the promenade concerts which are to be held in the Public Gardens are not going to prove the failure at first feared was evident by the much larger attendance which assembled last Wednesday night. The first concert was a killing frost, but the second was in every sense of the word a success. The night was ideal, and the beautiful music of the band of the Buiffs could not fail to please in such pleasant surroundings. His Excellency Sir Henry May and a party from Government House were present, as well as the General Officer Commanding and suite.

RODERICK RANDOM.

ETHICS OF JAPANESE JOURNALISM.

EXPOSURE BY A FOREIGN RESIDENT.

The following letter appears in the *Japan Chronicle*—

Sir,—In an article in your issue of the 10th instant I am mentioned as having contributed to the *Toyo Jiron* an article headed "Social Morals and Rising Generation," in the course of which reference is made to Baron Goto and the *carriço* incident.

The article referred to was indeed published in the *Toyo Jiron* and my name was taken to it. Allow me to state that I did not write or contribute it, that I am ignorant of its contents beyond what has appeared in your columns, and that I disclaim all responsibility for it—Yours faithfully,

H. L. FARDL,

Tokyo, July 14th, 1910.

Commenting on this, the *Chronicle* says—

"In a recent issue we referred to an article in the *Toyo Jiron*, to which the name of Mr. B. L. Fardl was attached, in which Baron Goto was severely criticised in connection with the well-known carriage incident, and to a lengthy reply made by Baron Goto. We now insert a letter in another column from Mr. Fardl, stating that he did not write the article and that he is not responsible for it in any way. This case affords an excellent example of the methods of the Press in this country. The *Toyo Jiron* is a magazine of comparatively high standing, yet its Editor does not hesitate to insert an article as a contribution from a well-known foreigner, though he knows the latter did not write it or have anything to do with its composition. What makes it more extraordinary is that the article was avowedly written with the object of showing the low state of the morals of the rising generation. Apparently the Editor saw nothing wrong or immoral in printing an article which in no sense could be described as the contribution of the gentleman whose name it bears. We understand that the origin of the article was an interview of a few minutes which the Editor of the journal had with Mr. Fardl one evening, as the latter was leaving his house, on the subject of the morality of the rising generation. So brief was the interview that it took place in the garden in the open air, and as it was dusk it was impossible for Mr. Fardl to take any notes. Yet on the basis of a few remarks made by Mr. Fardl that what was needed was not so much the teaching of morality as its practice by persons holding authority, and reference to various matters of public comment in the newspapers, the article is composed by the interviewer and Mr. Fardl's name is attached to it, he being represented as making a severe criticism of a well-known Minister. To foreigners such conduct on the part of a journalist seems to be not very scrupulous, if we may use this phrase without being held before the Courts. We do not know if the Editor of the *Toyo Jiron* is a member of the International Press Association, but we would suggest to that body that it if really desires to do something to raise the standing of journalism in this country, it should take up and investigate such cases as this. At any rate foreigners in general would do well to give a wide birth to the Japanese interviewer; for this case does not by any means stand alone."

ELECTRIC TRACTION COMPANY OF HONGKONG.

A meeting of debenture-holders was held on July 6th at the offices, St. Swithin's Lane, to consider extraordinary resolutions appraising the proposed appointment by the United Exploration Company (Limited) (incorporated in 1895) of the United Exploration Company (Limited) (incorporated in 1909) as trustees and sanctioning certain modifications of the provisions of the trust deed. Mr. Edmund Davis, who presided, moved the resolutions, and explained that the directors' original proposals had been modified. Several debenture-holders present intimated that their objections had been partly met, and it was finally decided that the meeting should be adjourned until 12.15 p.m. on Friday to give an opportunity to the debenture-holders to consider the proposals. Subsequently the ordinary general meeting was held, and the report was formally adopted. A resolution was passed extending the directors' powers of borrowing to the sum of £10,000 beyond the amount of the outstanding issue of £195,000 debentures secured by the trust deed dated July 1, 1913. An extraordinary general meeting was afterwards held, at which it was resolved to change the name of the company to the "Hongkong Tramway Company (Limited)," and to reduce the capital to £81,250.

ENGLAND AND THE NEW AGREEMENT.

The significance of the Russo-Japanese Agreement is discussed in a three-column leading article in the *Agrarian Deutsches Tagesblatt* by Count Reventlow, the well-known writer on naval matters.

This Agreement, says Count Reventlow,

comes neither unexpectedly nor as a surprise.

After the war of 1866 Bismarck remarked to an Austrian statesman that the relations of Prussia with Austria must become much better or much worse, and, according to Count Reventlow, Japan and Russia were in a similar position after their war. Japan must either have fought a second war with Russia in order to ensure the quiet possession of what she had attained and to have a free hand in the East, or there must have been a rapprochement between the two countries.

The latter alternative was preferable, was

Count Reventlow's opinion, especially as after the Peace of Portsmouth Japan came to

the United States as her opponent of the future.

Count Reventlow is convinced that the conclusion of friendship between Japan and Russia means the loosening of the bonds at present uniting England and Japan. It is clear enough, he contends, that both Japan and Russia are at one in their desire to counteract or combat American influence, and also that the Anglo-Japanese Treaty is valueless to Japan in the event of the practically inevitable conflict with the United States—for England will not take sides against the latter Power.

Important, however, as are the changes

agreed by the Russo-Japanese Agreement

Count Reventlow does not believe that there is

any foundation for the suggestions made by

various German newspapers that a German-

Austrian-Turkish-Japanese League is in con-

templation, still less that England will join issue

with the United States against Japan. The

prime concern of the German Empire, he states,

is to keep her hands free. Her interest in the

Far East is centred in the maintenance of the

"open door"; Japan has not hitherto attempted

to frustrate German commercial enterprise,

and there is a little reason for Germany to engage

in a crusade against the Yellow race as there is

for her to join with it against the United States.

Germany, says Count Reventlow, in conclusion,

must not forget that she is a Continental

Power; that the arm of her Fleet does not reach

to the Far East, and that, even if it did, and if

she participated in events there, she would only

blow the chestnuts out of the fire for someone

else and weaken herself. Germany's motto must be, her position in Europe first and everything else after.

RODERICK RANDOM.

PANAMA CANAL.

OFFICIAL DATE OF OPENING.

After an absence of thirty-four years, I have just terminated a very pleasant visit to the Isthmus of Panama. What changes one finds in such a period of absence from any spot! But the changes in this interesting place are beyond expression.

Landing at Colon, instead of the small strip of railway, which formerly was scarcely more than two streaks of rust running out through the swamp, I now found the bustle and noisy activity of a large railroad centre, surrounded by engine-houses, repair shops, spacious offices, where the money tick of the typewriter was only interrupted by the hissing of the wireless machines; quartermaster's offices and warehouses, filled with all kinds of materials, ranging from a need to a five-ton anchor. Also commissary departments, with every provision

required to feed the vast army of some 39,000 souls, who constitute the actual pay-roll of the Isthmus Canal Commission.

Like ants, they are digging and delving at mountain and ditch, and by their aggregate efforts, conquering this seemingly impossible task. In the same sense, through all my trip across the Isthmus to Panama, in place of the former dilapidated shacks, overgrown and surrounded with tropical vegetation, I now found commodious stations, with paper-stands bearing the latest papers and magazines, and all the accommodations one is accustomed to find in large modern cities. Many of these settlements contain the population of towns, ranging from 3,000 to 12,500 inhabitants, as is the number at Gatun, where the great dam is being constructed to control the waters of the Chagres River, and the locks at Pedro Miguel and Miraflores will be formed by dams connecting the walls of Miraflores looks with high ground on either side. The dam to the westward will be of earth, about 2,700 ft long, having its crest about 155 ft above the water in Mimifores Lake. The east dam will be of concrete, about 500 ft long, and will form a spillway for Miraflores Lake, with crest gates similar to those at the spillway of Gatun Dam.

There will be twelve locks in the canal, all in duplicate; three pairs in flights at Gatun, Atlantic division, with a combined lift of 85 ft., one pair at Pedro Miguel, Pacific division, with a lift of 30 ft.; and two pairs at Miraflores, Pacific division, with a combined lift of 54 ft. At main tide, the dimensions of all are the same—a usable length of 1,000 ft., and a usable width of 110 ft. Each lock will be a chamber with walls and floor of concrete and water-tight gates. The side walls will be 45 ft to 50 ft wide at the surface of the floor. They will be perpendicular on the face, and will narrow from a point 24 ft above the floor until they are 8 ft wide at the top.

The middle wall will be 60 ft wide, approximately 8 ft high, and each face will be vertical. At a point 42 ft above the top of the middle culvert, this wall will divide into two parts, leaving a space down the centre much like the letter U, which will be 19 ft wide at the bottom. In this centre space, which will be 44 ft wide at the top, will be a tunnel divided into three storeys, or galleries. The lowest gallery will be for drainage, the middle for the wires that will carry the electric current to operate the gate and valve machinery, which will be installed in the centre wall; and the upper will be a passage-way for the operators. The lock chambers will be filled and emptied through internal culverts in the floors, connecting with main culverts, 18 ft in diameter, in the walls, the water flowing in and out by gravity.

The lock gates will be stonc structures 7 ft thick, 65 ft long, and from 47 ft to 82 ft high. They will weigh from 300 to 600 tons each.

Ninety-two leaves will be required for the entire canal, the total weighing 57,000 tons. Intermediate gates will be used in the locks, in

passing small vessels through, the gates being so fixed as to divide the locks into chambers 600 ft and 400 ft long respectively. Ninety-five per cent. of the vessels navigating the high seas are less than 600 ft long. In the construction of the locks, it is estimated that there will be used approximately 4,500,000 cubic yards of concrete, requiring about the same number of barrels of cement.

ENGINEERING TRIUMPH.

As an engineering feat, the Panama Canal must and will stand first in the world's history. I have seen the Great Pennsylvania and New York tunnels which cross the Hudson and East rivers of New York, and watched the harnessing of the waters of Niagara Falls, and the building of the Soo and Welland locks; I have passed through the impressive monotony of the Suez Canal, and inspected the great works of your London firm, S. Pearson & Sons (of which Sir Westman Pearson, just raised to the peerage, is the head), viz., the port works at Dover, Colombo, Vera Cruz, Coatzacoalcos, and Salina Cruz, and the vast drainage works of Mexico. All these triumphs of engineering were colossal tasks, but in none of these great instances is the mind so impressed, as it is in the case of the Panama Canal, with the immensity of the undertaking, and thoroughness and completeness of the organization necessitated in its consummation from the smallest detail to the largest. At the various stations of the canal I have eaten chicken and porter-house steak far better than I could procure at a club or hotel in either of the afore-mentioned cities, and at ridiculous small market prices. In this connection, the following quotations from the "Canal Record," the official gazette, may be noted without interest: Chickens, large roasting, £1.50 equals 6s; mutton, 19s equals 9d per lb; porter-house steaks, 2s equals 10s per lb. All these provisions are brought down from the North, and kept in coal storage, and only the best qualities are brought, but in such immense quantities that they can be sold under wholesale prices.

COUTONS—NOT CASH.

The system that is in force for the employees, who alone have the use of the commissary, is the coupon plan, and it is impossible to obtain anything for cash. Occupants of houses are given their house, furniture, chinc, in fact everything but plate and linen. Electric light is everywhere, and fuel supplied for cooking, heating, and hot water. I have seen dried water, and many other necessities delivered free. Ice, a serious and essential item in the tropics, is delivered at 40s per 100 lb, and at this figure is cheaper than in New York. Incinerating plants exist in all the towns, and garbage is collected and burned daily. Wie be to the household whose domestic economy is unity. A weekly inspection is made by the quartermaster's department to see what repairs and replenishments may be required, and no neglect is allowed as to the upkeep of property. Indeed, the repair shops and round houses have been busy in this respect, and also with the enormous amount of work entailed by the dredging of dredges and steam shovels, and the keeping in order of locomotives in a climate where the least neglect involves corrosion and uselessness in a short time. Too much praise cannot be given to this portion of the complex management.

On all sides the most careful and scrupulous cleanliness is shown in the care of the equipment, tools, machinery, roads, homes, and multifarious fixtures. And less care is displayed for the comfort of the workers under the watchful guidance of Colonel Gorras, who, in Havana and Santiago de Cuba, after the American occupation, cleaned their streets of filth and their air of mosquitoes, and then came hither to carry on his good work when the canal zone became the property of the United States Government.

MOSQUITO EXTERMINATED.

Knowing the isthmus as I was, I find words other than appropriate to bestow the praise that is due to this latter department. Instead of a mosquito-ridden swamp, one now sees on all sides beautiful residences in picturesque gardens, and during the nineteen days which I spent on the isthmus I did not once hear or feel the entrancing buzz or presence of a mosquito. A veritable inferno has been changed into a paradise, where white men can work and live with their wives and families in peace and com-

fort; with churches and schools, medical attendance of the best kind free, and good living and good wages. Many admit that they were never so well off in their lives, and look forward with regret to the time when the work shall be finished, and they are forced to seek new homes, new occupations, and, perchance, less kindly climates.

The administration buildings and main offices, and the residences of the engineers and staff are situated at Culebra, some twelve miles from Panama, on the highest point of the isthmus, where the great "Culebra Cut," nine miles in length, is being made through Gold Hill. It is estimated that from ninety to ninety-five million cubic yards of rock and earth must be carried out of this mountain to complete this cut. Over thirty-five million cubic yards have already been carried away, and faith and labour are fast moving the rest of this obstructing mountain.

GIGANTIC DAMS.

The principal points of interest are the Gatun Dam and spillway, and the locks on the Atlantic side, which will form the Gatun Lake by impounding the waters of the Chagres River. It will be approximately one and a half miles long, by half a mile wide, with an elevation of 155 ft above main sea level. The water level of Gatun Lake extends through Culebra Cut, nine miles in length, being made through Gold Hill. It is estimated that from ninety to ninety-five million cubic yards of rock and earth must be carried out of this mountain to complete this cut. Over thirty-five million cubic yards have already been carried away, and faith and labour are fast moving the rest of this obstructing mountain.

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NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 1st Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Aug. at 9:30 A.M.

All Claims must reach us before the 5th Aug. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo
Ex.s.s. "LOTHARINGIA" from Adelaidia.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 26th July, 1910. [5]

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 2nd Aug. at 9:30 A.M.

All Claims must reach us before the 6th Aug. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo
Ex.s.s. "CABO TO" from Ico.
Ex.s.s. "CABO PAES" from Seville.
Transhipped at Port Said.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 26th July, 1910. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MUBIA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th Aug., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 23rd July, 1910. [1]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"WELSH PRINCE,"

Consignees of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd Aug. at 2:30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th Aug., or they will not be recognized.

No Fire Insurance has been effected.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 27th July, 1910. [873]

BENGER'S
FOOD

FOR INFANTS, INVALIDS AND THE AGED.

A food of great nutritive value, which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation. Benger's Food forms with milk, a dainty, delicious and highly nutritive cream, entirely free from rough and indigestible particles. "The Lance" describes it as "Mr. Benger's admirable preparation."

Reader can obtain a 15-page booklet, "Benger's Food and How to Use It," which contains a "Concise Guide to the Feeding of Infants" and practical information on the care of Invalids, etc., on application to Benger's Food Ltd., Other Works, Manchester, England.

Benger's Food is sold in tins by Druggists, etc., everywhere.

THE BRITISH NAVY.

Mr. Alan Bargoyne, M.P., writes in *The Navy*:

When the Home Fleet has received its quota of Dreadnoughts, it is probable that certain vessels of this type will be drafted to the Atlantic command. This would place a division of the most modern units in close proximity to the Mediterranean. At the moment, moonings are being prepared for vessels of the Dreadnought type at Gibraltar.

In confirmation of this, an enquiry was recently made of the authorities at Gibraltar as to the possibility of docking battleship-cruisers of the *Lion* type in 1 Dock. Although this basin has a length over blocks of 850 feet, an entrance width of 95 feet and a depth on site (H.O.W.S. tides) of 384 feet, it was reported that such docking would be impossible owing to the narrowing at about 600 feet; here it was suggested at one time to place subsidiary lock-gates, and thus, if necessary, divide the dock.

It is now confirmed that the *Lion* and the *Princess Royal* are to mount the new 13.5-in. gun. The disposition of these weapons is so admirable that, whilst an end-on fire of six large weapons is retained, they can all still fire on either broadside over a large arc.

The *Hercules* and *Colossus* will only have one tripod-mast each, mounted directly behind the foremost funnel. These two vessels will be practically replicas of the *Neptune*, but in four minor modifications has brought their displacement from 19,900 tons up to 20,250 tons. The manner in which the centre barbette is colonised shows a marked advance upon the disposition adopted in the *Invincible* and her sisters.

It is a open secret that in no future armoured vessels will so low a speed as 15 knots be accepted. Indeed, all battleship-cruisers is the accepted doctrine, and we fancy certain friendly European Powers, with strong competitive opinions in naval matters, will shortly have something to think about in the matter of armoured-ship design.

The 25 knot protected cruiser, *Liverpool*, 4,820 tons, has satisfactorily completed her trials. On the 22 hours' trial at 2/3 full power the mean speed, determined on the six runs over the measured mile, was 23.88 knots; the shaft horse-power of the turbines was 14,100, and the coal consumption 1.57 lbs. On an eight hours' trial, at about 84 per cent. of full power, the speed was 25.51 knots, with I.H.P. 18,824, the coal consumption being 1.59 lbs per shaft horse-power per hour over the entire period.

The full-power trial of eight hours' duration was run at a speed of 25.17 knots, with 24,718 shaft horse-power. For a considerable time on this run the engines worked at over 25,000 H.P., proving that steam supply and turbine efficiency were thoroughly adequate. The speed exceeded 27 knots on many points of the run. The fuel consumption worked out at 1.65 lbs. The starting, stopping, circling, manoeuvring, and gun-mounting trials were made with equally satisfactory results. The *Liverpool* has been completed within 16 months.

The trials of the *Gloucester* were mentioned last month. On her full-power trial she maintained a speed of 25.8 knots for the whole eight hours.

The Admiralty have ordered the twenty torpedo-boat destroyers of this year's programme, and the orders have been allotted as follows:—*These* by John Brown & Co., Clydebank; two each by J. S. White & Co., Cowes, Cammell, Laird & Co., Ltd., of Birkenhead, Hawthorn, Leslie & Co., Ltd., of Newcastle-on-Tyne, and William Denny & Brothers, of Dumbarton; one each by William Beardmore & Co., Ltd., of Dalmuir, and Swan Hunter, Wigham Richardson & Co., Ltd., of Newcastle-on-Tyne, for which last name the Wallenius Shipway and Engineering Company will provide the machinery. The above disposed of fourteen of the score to be built. These vessels will be sisterships to the *Asgard* class, and will have the following features: Displacement, 770-780 tons; I.H.P. 13,500-14,500-22 knots; armament, two 4-in. Q. and two to four 12 Pr. Q.; two torpedo tubes; oil capacity, 130 tons; length, 240-260 feet; beam, 26 feet; and draught, 9 feet.

The remaining six destroyers are to be built from contractors' designs, and it is not proposed to say more as to their details here. Two each will be built by the Parsons Marine Steam-Turbine Co., Ltd., of Wallsend-on-Tyne, Messrs. J. I. Thornycroft & Co., Ltd., of Southampton, and Messrs. Yarrow & Co., of Scotstoun, who are again undertaking Admiralty work after a lapse of many years. It may be added that the hulls and boilers of the two vessels to be built by the Parsons Company will be constructed by Messrs. Denny, of Dumbarton.

Not all of the others will require boilers—and in this lies the significance of official secrecy. By the bye, the destroyer *Viking* has six funnels; it would be curious if within two years of her completion, vessels of similar type were complete with no funnels at all!

A NEW HUMOURIST.

A writer in the *Guardian* introduces to English readers a new humourist in the person of Mr. Stephen Lennox, a professor at Montreal, whose humour may now be studied in a little book called "Literary Lapses." The writer of the article, K. M. Underhill, does not appear to know that one specimen of Mr. Lennox's humour, "Boating House Geometry," has long been treasured on this side. All the more will many be grateful to Mr. Underhill for drawing attention to this book, which at present much be obtained from Canada. It is worth the trouble, if I may judge from the *Guardian* extracts. The nervous young man opening his first account at a bank, and the irascible Colonel who retires from the cut-throat trade and takes up Shakespearean criticism, are delightful. Here in the sketch "Helping the Armenians":

"The financial affairs of the parish church up at Doogalville have been getting rather into a tangle in the last six months. The people of the church were specially anxious to do something toward the general public subscription of the town on behalf of the unhappy Armenians, and to that purpose they determined to devote the collections taken up at a series of special evening services. To give the right sort of swing to the services and to stimulate garrulous giving, they put a new pipe-organ into the church. In order to make a preliminary payment on the organ, it was decided to raise a mortgage on the parsonage."

"To pay the interest on the mortgage, the choir of the church got up a sacred concert in the Town Hall." "To pay for the Town Hall the Willing Workers' Guild held social in the Sunday School. To pay the expenses of the social the Rector delivered a public lecture on 'Italy and her Past,' illustrated by a magic lantern. To pay for the magic lantern the curate and the ladies of the church got up some amateur theatricals."

"Finally, to pay for the costumes for the theatricals, the Rector felt it his duty to dispense with the curate."

"So that is where the Church stands just at present. What they chiefly want to do is to raise enough money to buy a suitable gold watch at a testimonial to the curate. After they hope to do something for the Armenians. Meanwhile, of course, the Armenians, the ones right there in the town, are getting very troublesome. To begin with, there is the Armenian who wanted the costumes for the theatricals—he has to be squared. Then there is the Armenian or can-can-dancer, and the Armenian who owned the magic lantern. They want relief badly."

"The most urgent case is that of the Armenian who holds the mortgage on the parsonage."

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.

THE SAME 70-DAY AGES IN 150 YEARS.

UNVARIED FOR 150 YEARS.

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FORTHCOMING EVENTS.
 Tuesday, 2nd August—Auction of Crown Land at Pubic Works Dept., 3 P.M.
 Saturday, 6th August—Fourth Meeting of the Hongkong Gymkhana Club, at Happy Valley.
 Friday, 9th August—Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.
 Thursday, 11th August—Auction of Valuable Landhold Property at Sale Room, by Mr. Geo. P. Lamont, 3 P.M.
 Friday, 12th August—Auction of Valuable Landhold Properties at Sale Room, by Mr. Geo. P. Lamont, 3 P.M.

ARRIVALS.

BUJUN MARU, Japanese str., 1,304, Y. Fuseno, 31st July—Shanghai 24th July, General—Osaka Shosen Kaisha.
 CLARA JENSEN, Ger. str., 1,103, J. Bondixen, 29th July—Hongkong 27th July, Coal—Bradley & Co.
 DREWENT, British str., 1,592, J. Jenkins, 31st July—Salgon 27th July, General—Manaf.
 FUJI, Norwegian str., 30th July—Canton.
 FUJI MARI, Japanese str., 3,039, Murakami, 30th July—Moto 25th July, Coal—Mitsui Bisan Kaisha.
 GLENTURET, British str., 3,026, R. Webster, 20th July—Shanghai 27th July, General—Shekhan, Tomes & Co.
 HAIYANG, British str., 1,362, A. E. Hodgins, 31st July—Poochieh, Amoy, and Lapraia & Co.
 HANOI, French str., 650, J. Pannier, 30th July—Haiphong, Pakchi and Hojhow 24th July, General—A. R. Marti.
 HENRIK ISEN, Norwegian str., 2,900, Smith, 29th July—Portland 25th June and Motoi 25th July, Flour and General—P. & A. S. Co.
 JOSHIN MARU, Japanese str., 703, Y. Yamamoto, 30th July—Swatow 29th July, General—Osaka Shosen Kaisha.
 KEONOWAI, German str., 1,115, Kohler, 30th July—Bangkok and Swatow 29th July, Rice and General—Butterfield & Swaine.
 KIEV, Russian str., 3,127, Padako, 30th July—Vladivostok and Shanghai 26th July, General—Melschers & Co.
 KUEHLOW, British str., 1,215, G. Hooker, 29th July—Tientsin and Swatow 28th July, General—Butterfield & Swaine.
 KWANG-LE, Chinese str., 1,468, Lincoln, 30th July—Shanghai 26th July, General—C. M. S. N. Co.
 KWANGHAI, Chinese str., 30th July—Canton.
 MANCHE, French str., 1,861, Gory, 31st July—Haiphong and Quai Chow Wan, Rice and Cotton—Missouri Maritimes.
 SEAN BEE, British str., 3,720, W. Larkins, 30th July—Singapore 25th July, General—China.
 SIAM, Danish str., 3,875, F. D. Carlsen, 31st July—Vladivostok 23rd July, General—Melschers & Co.
 S. THAY, American str., 574, D. Pajo, 31st July—Manila 27th July, Sugar—W. B. & Co.
 VESTFOLD, Norwegian str., 1,172, Berfossen, 31st July—Bangkok via Swatow 30th July, General—Order.

DEPARTURES.

30th July.
 BANCA, British str., for Takao.
 GHIAZEE, British str., for Singapore.
 KUANG-CHOW, British str., for Canton.
 KWANG-LE, Chinese str., for Canton.
 KWONG-SANG, British str., for Canton.
 MINNESOTA, American str., for Manila.
 NAM-SANG, British str., for Singapore.
 NIPPON MARU, Japanese str., for Keelung.
 NUSA, British str., for Shanghai.
 RUMI, British str., for Manila.
 TIPANAS, Dutch str., for Yokohama, 31st July.
 ANHUA, British str., for Shanghai.
 CHONGMINGH, British str., for Swatow.
 DAIGI MARU, Japanese str., for Swatow.
 FEI, Norwegian str., for Newchwang.
 GLENTURET, British str., for Bangkok.
 HAMMUN, British str., for Swatow.
 JOHANNE, German str., for Swatow.
 KIEV, Russian str., for Singapore.
 MATHILDE, German str., for Hojhow.
 RAINBOW, U.S. cruiser, for Amoy.
 PETREL, U.S. gunboat, for Manila.
 PONOTONG, German str., for Bangkok.
 ULV, Norwegian str., for Newchwang.
 WHEELING, U.S. gunboat, for Manila.

SHIPPING REPORTS.

The French str. *Hano* reports: Very fine weather, Southerly wind.
 The British str. *Haiyang* reports: Moderate SW. monsoon throughout trip.
 The British str. *Glenluret* reports: Mod. monsoon and sea, clear weather throughout.
 The British str. *Derwent* reports: Fine clear weather with light Northerly winds and smooth sea.
 The Chinese str. *Kwanglee* reports: Fine weather all the way, sea smooth, Southerly wind.
 The Japanese str. *Joshin* reports: Weather during the voyage gentle or moderate breeze and fine weather with moderate sea.

VESSELS IN DOCK.

July 30th.
 KOWLOON DOCK.—*Houhung*, *Gloria*, *Shumee*, *Palat*, *Ulu*, *Drifur*, *Lauhill*, *Paul*, *Baran*, *Cosmopolitan*, *Dock*.—*Johanne*.
 TAKOO DOCK.—*Union*, *Phranang*, *Tykhini*.

PASSENGERS ARRIVED.

Per *Haiyang*, from Coast Ports, Miss A. Legg, Mr. T. Ahmed and Mr. Hugo Meyasing.
 DEPARTED.
 Per *Rubi*, for Manila, Miss Kenneth, Mr. E. Tunn, Mr. Wm. Stewart, Mr. L. Robt., Mr. Cue Bue, Mr. and Mrs. Sidebottom.

Per *Nippon Maru*, for San Francisco, &c., Mr. J. W. Erlinger, Mr. Wm. B. Wells, Mr. and Mrs. G. S. Engel, Dr. and Mrs. A. C. Lambert, Mr. G. D. Adams, Mr. Arnold, Mr. T. S. Fong, Mr. and Mrs. F. Du Bois, Mrs. M. Chambers, Miss D. Swartz, Mr. H. Sykes, Dr. and Mrs. B. Honig, Miss A. Honig, Dr. A. Kamp, Dr. E. Hyman, Mr. Burgess, Mrs. Barry Baldwin and servant, Miss Dorothy Baldwin, Mrs. Chas. E. Richardson, Mr. C. A. Tomes, Mr. Geo. McKenzie, Mr. T. Y. Lo, Mr. C. C. Ting, Y. Kargew, Mr. A. L. Able and Mr. K. T. King.
 For Minnesota, for Seattle, &c., Mr. J. Tetzsch, Mr. N. Dickson, Miss N. Dickson, Mrs. W. Christian, Dr. and Mrs. J. H. McDowell, Miss V. Gates, Miss N. Gates, Mr. P. G. Gates, Mrs. M. Parsons, Miss J. Parsons, Miss N. Parsons, Miss C. Parsons, Miss B. Foster, Mr. and Mrs. H. Minturn, Miss Moon, Linton and Mrs. Robt. M. Beck, Mrs. H. Quig, Mr. H. M. Dexon, Rev. A. Foronda, Rev. Luis Merino, Mr. and Mrs. M. McMorriss, Mr. and Mrs. H. B. Pond, Mrs. Hoffmann and 2 children, Miss Hoffmann, Mr. Endo, Baumann, Mr. Armando Baumann, Mr. F. Goke, Mr. Greg. Go Thuo, Mr. A. E. Chenoweth, Mr. and Mrs. Caldwell, Mr. and Mrs. A. J. Deltz, and Mr. Emil Leclerc.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & CO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HAMBURG & ANTWERP	GLENTURET	Brit. str.	—	Owen Jones, L.N.E.	SHEWAN, TOMES & CO.	To-day, at 9 A.M.
LONDON, &c., VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	P. & O. S. N. Co.	SHEWAN, TOMES & CO.	On 6th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	POONA	Brit. str.	—	P. & O. S. N. Co.	SHEWAN, TOMES & CO.	On 10th inst., at 3 P.M.
LONDON, ROTTERDAM & ANTWERP	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & CO., LTD.	About 13th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SEGOVIA	Brit. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 9th inst.
INDIA	INDIA	Dan. str.	—	—	MELCHERS & CO.	End of Aug.
STAM	STAM	Dan. str.	—	v. Dohren	HAMBURG-AMERICA LINE	To-day.
SCANDIA	SCANDIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 13th inst.
SLAVONIA	SLAVONIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 20th inst.
SPEZIA	SPEZIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 10th Sept.
BRISIGLIA	BRISIGLIA	Ger. str.	k. w.	Schwinghamer	HAMBURG-AMERICA LINE	On 5th inst.
ERNEST SIMONS	ERNEST SIMONS	Fren. str.	—	Girard	MESSEGERES MARITIMES	To-morrow, at 1 P.M.
MARESILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUATA MARE	Jap. str.	—	M. Hagiwo	NIPPON YUSEN KAISHA	On 3rd inst., at D'light
MARESILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARE	Jap. str.	—	Wm. Thommen	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARESILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Ger. str.	k. w.	N. Mathiesen	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARESILLES & HAMBURG VIA STRAITS, &c.	KLIEST	Ger. str.	—	Bahle	HAMBURG-AMERICA LINE	On 31st inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	ALBENIA	Aus. str.	—	O. Pahnke	MELCHERS & CO.	On 11th inst., at 10 A.M.
MARESILLES, &c., VIA PORTS OF CALL	NEW YORK	Ital. str.	k. w.	B. Radonicich	SANDE, WIELER & CO.	On 27th inst., P.M.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	WATAY CASTLE	Am. str.	—	Lorenz	CARLOWITZ & CO.	About 17th inst.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	EXPRESS OF JAPAN	Brit. str.	1 m.	—	JARDINE, TOMES & CO.	On 6th inst., at 6 P.M.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit. str.	2 m.	H. Dowall	CANADIAN PACIFIC R. CO.	On 13th Sept., at 4 P.M.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	REDHILL	Brit. str.	—	S. Ichikawa	CANADIAN PACIFIC R. CO.	On 16th inst., at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARE	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARE	Jap. str.	—	I. Goto	TOYO KISEN KAISHA	On 5th inst., at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIKAGO MARE	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th inst., at D'light
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKRO MARE	Jap. str.	—	F. Iske	MELCHERS & CO.	On 31st inst., at 4 P.M.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Ger. str.	—	H. Powell	BUTTERFIELD & SWINE	On 2nd Sept., at 4 P.M.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Brit. str.	1 m.	G. Hoche	NIPPON YUSEN KAISHA	On 4th inst., at 4 P.M.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	MARU MARE	Jap. str.	—	W. W. Cooke, R.N.E.	NIPO N. YUSEN KAISHA	On 25th inst., at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYAZAKI MARE	Jap. str.	—	D. Lens	NIPPON YUSEN KAISHA	On 5th inst., at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND	Ger. str.	—	M. Winckler	MELCHERS & CO.	On 13th inst., at D'light
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARE	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LIJN	On 3rd inst., at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	TIJALAP	Dut. str.	—	Kenzie	BUTTERFIELD & SWINE	On 8th inst., at 4 P.M.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	NANCHANG	Brit. str.	1 m.	G. Hooker	JARDINE, MATHESON & CO., LTD.	On 3rd inst., at 4 P.M.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUICHHOW	Brit. str.	1 m.	F. Mooney	JARDINE, MATHESON & CO., LTD.	On 5th inst., at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIPIKHUNG	Brit. str.	—	F. Wheeler	MESSEGERES MARITIMES	To-morrow, at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	KWONGSANG	Brit. str.	—	Monton	NIPPON YUSEN KAISHA	On 3rd inst., at Noon.
MAREES, LONDON & ANTWERP VIA SINGAPORE, &c.	ASIAHILIAN	Fren. str.	—	—	—	Quick despatch.
COLONTO MARE	COLONTO MARE	Jap. str.	—	E. Combes	NIPO N. YUSEN KAISHA	On 3rd inst.
BUJUY MARE	BUJUY MARE	Jap. str.	—	Y. Fuseno	OSAKA SHOSEN KAISHA	On 4th inst., at 10 A.M.
CHENAN	CHENAN	Brit. str.	—	H. Powell	BUTTERFIELD & SWINE	On 4th inst., at 4 P.M.
DEVANHA	DEVANHA	Brit. str.	—	G. Hoche	P. & O. S. N. CO.	On 4th inst., at D'light
GODBEN	GODBEN	Brit. str.	—	W. W. Cooke, R.N.E.	MELCHERS & CO.	About 10th inst.
PERA	PERA	Brit. str.	—	—	HAMBURG-AMERICA LINE	About 11th inst.
FOOKSANG	FOOKSANG	Brit. str.	k. w.	—	JARDINE, MATHESON & CO., LTD.	On 12th inst.
ALESSIA	ALESSIA	Brit. str.	k. w.	—	HAMBURG-AMERICA LINE	On 19th inst., at Noon.
YEDDO	YEDDO	Dan. str.	—	—	MELCHERS & CO.	On 26th inst., at Noon.
TJKINI	TJKINI	Dan. str.	—	H. Koops	JAVA-CHINA-JAPAN LIJN	On 7th inst.
JOSENH MARE	JOSENH MARE	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	Quick despatch.
HAIYANG	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	Douglas Lapraik & Co.	On 3rd inst., at 10 A.M.
HAIMUN	HAIMUN	Brit. str.	2 h.	A. H. Stewart	Douglas Lapraik & Co.	To-morrow, at 10 A.M.
HAICHING	HAICHING	Brit. str.	2 h.	W. C. Passmore	Douglas Lapraik & Co.	On 3rd inst., at 10 A.M.
HAITAN	HAITAN	Brit. str.	2 h.	J. W. Evans	Douglas Lapraik & Co.	On 9th inst., at 10 A.M.
MANILA	MANILA	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LTD.</td	

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VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.
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For Particulars, Catalogues and Samples apply to the Sole Representative for China:
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HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-5

POST OFFICE NOTICE

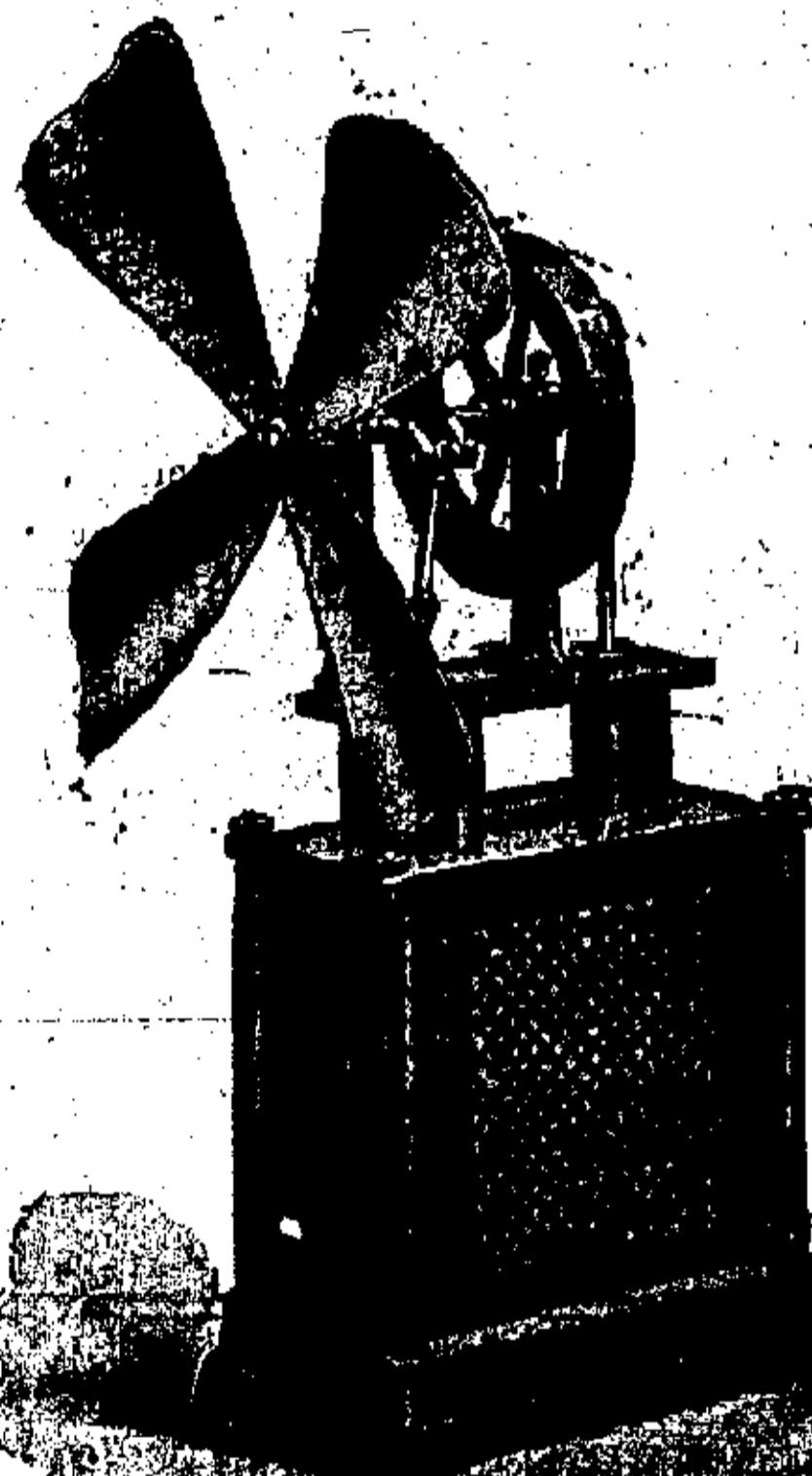
Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Decana*, with the English mail of the 8th July, left Singapore on Friday, the 29th inst., at 4.30 p.m., and may be expected here on Wednesday, the 3rd proximo, at daylight. This packet brings the parcel mails due in London for despatch by the all sea route on the 29th June, and for despatch overland on the 5th July.

FOR	PER	DATE
—AUGUST—		
Macao	Sui Tai	Monday, 1st, 9.00 a.m.
Shanghai	Tjikini	Monday, 1st, 9.00 a.m.
Swatow, Singapore and Bangkok	Loosok	Monday, 1st, 9.00 a.m.
Shanghai	Kwangtah	Monday, 1st, 9.00 a.m.
Pakhoi and Halphong	Hanoi	Tuesday, 2nd, 9.00 a.m.
Swatow, Amoy and Foochow	Huayang	Tuesday, 2nd, 9.00 a.m.
Shanghai	Kwonggang	Tuesday, 2nd, 10.00 a.m.
Printed Matter and Samples...		
Registration ... with late fee of 10 cents, up to 10.45 a.m.		
Registration, Kowloon H.O. ... 10.00 a.m.		
No late fee.		
Letters ... 11.00 a.m.		
Tuesday, 2nd, 11.15 p.m.		
Tuesday, 2nd, 2.00 p.m.		
Tuesday, 2nd, 4.00 p.m.		
Tuesday, 2nd, 5.00 p.m.		
Tuesday, 2nd, 5.00 p.m.		
Wednesday, 3rd, 8.00 a.m.		
Europe, &c., India via Tuticorin (Late Letters 11.00 a.m. to NOON. Extra Postage 10 cents)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Macao	Sui Tai	
Manila	Tearu	
Batavia, Samarang and Sourataya	Glenfayre	
Singapore, Penang and Colombo	Kaya Maru	
Hohow, Singapore and Bangkok	Chowtai	
Quang-Chow and Wan and Halphong	Muncie	

FANS! FANS! FANS!
There are FANS and FANS but the FREEZOR FAN is the best and better still if it has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans where Electric current is not available, or Battery and Electric Accumulator Fans for the Outports. Anything to keep cool but the "OZONATOR" has caught on, and will soon be indispensable.



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WILLIAM C. JACK & CO., LTD., 14, Des Vœux Road, Hongkong.

40

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"IMPERIAL WHISKY"
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PORT WINE, INVALIDS

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The Smoking Mixture of Many Merits.

WILL'S'S CAPSTAN MIXTURE



Skilfully blended of carefully selected growths of Leaf, it will be found perfect in combustion and a delightfully cool and sweet smoke of delicate aroma.

"Let those smoke now who never smoked before
And those who always smoked now smoke the more."

Mild, Medium and Full Strengths.

SOLD EVERYWHERE.



COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

July 30th.

ON LONDON:	Telegraphic Transfer	1/91
	Bank Bills, on demand	1/91
	Bank Bills, at 30 days' sight	1/91
	Bank Bills, at 4 months' sight	1/91
	Credits, at 4 months' sight	1/91
	Documentary Bills, 4 months' sight	1/91
ON PARIS:	Bank Bills, on demand	224
	Credits, at 4 months' sight	227
ON GERMANY:	On demand	161
ON NEW YORK:	Bank Bills, on demand	434
	Credits, at 60 days' sight	444
ON BOMBAY:	Telegraphic Transfer	132
	Bank, on demand	133
ON CALCUTTA:	Telegraphic Transfer	132
	Bank, on demand	133
ON SHANGHAI:	Bank, at sight	74
	Private, 30 days' sight	74
ON YOKOHAMA:	On demand	57
ON MANILA:	On demand	57
ON SINGAPORE:	On demand	75
ON BATAVIA:	On demand	163
ON HONGKONG:	On demand	24 7/8
	On S.A.M.	24 7/8
ON BANGKOK:	On demand	674
	Sovereign, Bank's Buying Rate	511.25
	Gold Leaf, 100 fine, per tael	558.70
	Bar Silver, per oz.	243

SUBSIDARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10 " "	57.35
Hongkong	20 " "	65.50
Hongkong	10 " "	57.00

Orenstein & Koppel,

Berlin, London, Calcutta, etc.

MANUFACTURERS OF

Portable and Permanent Railways,
Materials of every description for full size and
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Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

GENERAL AGENTS FOR CHINA:

SIEMSEN & CO.,

Machinery Dept.

Hongkong and Canton.

OPIUM.

July 26th.

Quintal	Score	per picul
Malwa New	41,950	2,000 per picul
Malwa Old	20,010	2,050
Malwa V. Old	22,060	2,100
Persian fine quality	51,400	1,500
Persian extra fine	32,100	1,500
Patna New	11,780	per cent
Patna Old	11,753	"
Patna Old	11,720	"

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 31st.

	Previous Day at 6 p.m.	On Date at 10 a.m.	On Date at 1 p.m.
Temperature	29.64	26.77	26.67
Humidity	51	67	60
Wind Direction	SW	WSW	SW
Wind Force	1	2	1
Weather	o	o	o
Rain	—	—	—

Highest open air Temperature on 31st ... 90

Lowest open air Temperature on 30th ... 79

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